DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHERN CALIFORNIATERMINAL RADAR APPROACH CONTROL
11375 Douglas Road
Mather, CA 95655

ISSUED: March 15, 2005 **EFFECTIVE**: May 31, 2005

NORTHERN CALIFORNIA TRACON LETTER TO AIRMEN NO. 05-05

SUBJECT: SOIA/PRM Approaches to Runways 28 at San Francisco International Airport

CANCELLATION: May 30, 2007

On October 26, 2004, San Francisco International Airport initiated the use of simultaneous approach procedures to runways 28R and 28L in weather conditions of 2100 ft ceiling and 4 miles visibility and greater. The procedure is known as a Simultaneous Offset Instrument Approach (SOIA), and utilizes the LDA PRM 28R and ILS PRM 28L approaches. The ILS and LDA approach courses are more than 1 NM apart at the beginning of the No Transgression Zone (NTZ). The LDA course converges with the ILS course to a separation distance of 3000 ft at the LDA MAP. Since the course separation converges to less than 4300 feet apart, simultaneous close parallel procedures are used, and the letters “PRM” appear in the approach name. To avoid blocked transmissions, each runway has two frequencies, a primary and a monitor frequency. The tower controller transmits on both frequencies. The monitor controller's transmissions, if needed, override both frequencies. Pilots ONLY transmit on the tower controller's frequency, but are required to listen to both frequencies

Aircraft are sequenced with the Runway 28L ILS aircraft slightly ahead and below the Runway 28R LDA/PRM aircraft. When the LDA/PRM aircraft is clear-of-clouds, the pilot visually acquires the ILS aircraft prior to reaching the LDA MAP (DARNE) and aligning with runway 28R. Specific procedures for the approaches are contained on the Attention All Users Page which accompanies each approach. An LDA-DME approach is also published which can be utilized when close parallel procedures are not required.

Aircraft arriving from the east (primarily over CEDES Int.) should expect Runway 28R, aircraft arriving from the south, west and north can expect Runway 28L. If unable to participate in PRM approaches, operators are required to contact FAA ATCSCC directly at 1-800-333-4286 prior to departure to obtain a pre-coordinated arrival time. Non-participating aircraft may encounter delays attributable to PRM flow.

In order for pilots to participate in these procedures, they must have completed FAA required training. For air carrier operations, this training program must be approved for each carrier. All GA pilots must be familiar with the Aeronautical Information Manual (AIM) relative to closely spaced approaches and SOIA. For corporate and general aviation operations involving non-transport category aircraft, pilots are encouraged to

view the latest FAA video titled, “ILS PRM & SOIA Approaches: Information for General Aviation Pilots.” For GA pilots operating transport category aircraft, pilots are encouraged to view the latest FAA video titled, “ILS PRM & SOIA Approaches: Information for Air Carrier Pilots.

Pilots are directed to the FAA’s PRM website, www.faa.gov/AVR/AFS/PRMtraining, PRM and SOIA guidance. This website contains links for viewing the latest FAA PRM videos, which can be downloaded or viewed from the website itself. Included are links to the FAA’s Advisory Circular 90-98, which describes reservations procedures and restrictions for pilots who are not trained to accept a PRM approach. Links to the Principle Operating Inspector’s Handbook (8400) are also included for air carrier training information.

As with any new procedure, the FAA solicits pilot comments and the NORCAL TRACON e-mail address for SOIA feedback is 9-awp-nct-soia@faa.gov.

Signed

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Dawna J. Vicars
Air Traffic Manager
Northern California Terminal Radar Approach Control